AMENDMENTS TO THE SPECIFICATION

In the several paragraphs beginning on page 6, line 21:

In another aspect of the present invention, a**[[n]]** system is provided for testing electromagnetic signal strength near a target area. The system may include: a plurality of electromagnetic signal testing units, a wireless provider establishing test parameters, a service enterprise having a fleet of vehicles serving a territory near the target area, each of the vehicles in the fleet assigned to one of a plurality of routes according to a dispatch plan, the dispatch plan comprising vehicle data and plan data, means for comparing the test parameters to the dispatch plan for each of the plurality of routes, means for identifying one or more optimal routes from among the plurality of routes based on the comparing means, the optimal routes comprising those most nearly satisfying the test parameters, one of the plurality of testing units installed in the vehicle assigned to each of the one or more optimal routes, and a receiver for receiving data gathered by each of the plurality of signal testing units.

In another aspect of the system**[[ ]]**, the test parameters may include a geographic parameter, and the route data may include a start location, an end location, and one or more intermediate stop locations.

In another aspect of the system**[[ ]]**, the geographic parameter may include one or more tower identifiers, each defining a tower location, and one or more sector identifiers, each of the one or more sector identifiers comprising a sector location and an antenna configuration.

In another aspect of the system**[[ ]]**, the test parameters may include a time parameter describing a time window, and the route data may include a start time corresponding to the start location, an end time corresponding to the end location, and one or more intermediate stop durations corresponding to the one or more intermediate stop locations.

In another aspect of the system**[[ ]]**, the time parameter may include one or more lingering parameters, each of the one or more lingering parameters comprising a linger duration, a tower identifier, and a sector identifier.

In another aspect of the system[[ ]], the test parameters may include one or more unit parameters, each of the one or more unit parameters comprising a unit type and a unit feature, and a quantity parameter defining an available number of the units, and the vehicle data may include a number of vehicles in the fleet.

In another aspect of the system[[ ]], the system may further include a universal bracket in each vehicle in the fleet, the bracket configured to releasably receive any of a variety of types of the testing units.

In another aspect of the system[[ ]], the test parameters may include a weight assigned to one or more of the test parameters, each of the weights correlated to the importance of the one or more of the test parameters relative to the others.

In another aspect of the system[[ ]], the comparing means may include a computer software program product. In another aspect of the system , the identifying means may include a computer software program product.

In another aspect of the system[[ ]], the wireless provider may be generally unrelated to the service enterprise.

In the paragraph beginning on page 15, line 24:

One approach to serving a territory **20**, for example, may include dispatching vehicles from a central hub to a specific outlying area or cluster **40**, as illustrated generally in **Figure 4**. Within a cluster **40**, a travel route may include a sub-route **45** between and among one or more stops **42**. **In this aspect, the routes 61–69 shown in Figure 3 may include one or more clusters 40 where multiple stops 42 are required.** Each stop **42** may **or may not** include one or more service activities, such as a parcel delivery or pickup for example. ~~**In this aspect, the routes 61–69 shown in Figure 3 may include one or more clusters 40 where multiple stops 42 are required.**~~

In the two paragraphs beginning on page 18, line 14:

As shown, the service enterprise **30** may begin in Step **31** by identifying the stops **42** within a service territory **20**. The service enterprise **30** may execute one or more formal or informal route planning algorithms **50** in Step **32**. In one embodiment, the system **10** of the present invention may include a route planning algorithm **50** such as the one described in the U.S. Non-provisional Application number 10/647,062, entitled "Core Area Territory Planning for Optimizing Driver Familiarity and Route Flexibility," which was filed August 22, 2003, and is incorporated herein by reference in its entirety. In Step **33**, the service enterprise **30** may create a dispatch plan **60** designed to serve the stops **42** **by providing one or more service activities. In other words, a dispatch plan 60 may include routes where no service activity is provided; that is, one or more routes in a dispatch plan 60 may be designed specifically to satisfy one or more test parameters 90 as described herein.**

In the paragraph beginning on page 22, line 1:

In general, the goal of comparing the test parameters **90** to the dispatch plan **60**, in one embodiment, is to identify one or more optimal routes within the dispatch plan **60**. An optimal route may be define**d[[s]]** as a route that satisfies or nearly satisfies the test parameters **90**. The degree to which the test parameters **90** are satisfied may be defined by the system according to the needs of the testing to be conducted. For example, one test may require a perfect match between all the characteristics of the routes selected and all the test parameters **90**, whereas another test may require only a relatively close match. Accordingly, the term "optimal route" as used herein represents a route that meets the needs of the test, as defined by the test parameters **90** as well as the degree of satisfaction requested by the terms of the test.